

Route 28 Station – South Study Meeting Notes

Working Group Meeting #14
L.L. Coates ES @ 7 PM, Wednesday 06-20-12

Opening Remarks:

- Supervisor John Foust introduced himself and his staff. This study area is newly in the Dranesville district as a result of redistricting.

Chair Introductions: Jeff Fairfield

- Because the WG is reconvening after more than a year, attending Working Group members reintroduced themselves, including newly appointed member, Krishnan Jagedesan. The chair also announced that Supervisor Foust has appointed Kevin East, Chairman of the Town of Herndon Planning Commission, as a new member of the WG.

Background: Clara Johnson, Department of Planning & Zoning (DPZ)

- Clara, the new staff coordinator for the study, briefly recapped the major work of the WG to date.
- Clara also summarized the genesis of the land use scenario that the WG had directed County staff to analyze.

Transportation Study Results: Mike Garcia, Fairfax County Department of Transportation, (FCDOT) presented the initial results of the transportation analyses which included increased development potential for this study area and the Reston Dulles Corridor Special study area. The following are links to the presentation and street network handout:

<http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/062012presentationtransportationanalysisresults.pdf>

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/06-20-12_handout_fcdot_enhanced_street_network.pdf

Questions, Answers and Comments:

- Several members responded positively to potential mitigation of the Frying Pan Road/Sunrise Valley Drive intersection's future congestion by adding an extension of River Birch Road that would connect directly to the Route 28 northbound ramp.
- Improving the jobs:housing (j:h) ratio (by adding more housing) is a desired objective that many members agree could improve the transportation impact. However one member observed that the group needs to consider how to provide services for residents (for example schools).
- One member suggests looking at how to achieve growth incrementally between now and 2030 and which levels of growth trigger the need for transportation improvements.
- WG and audience members asked several questions regarding the existing j:h ratio, the tested land use scenario's j:h ratio and Tysons Corner's planned j:h ratio.
 - Staff answers that Tysons Corner's planned j:h ratio is a goal of 4:1, but that is a goal that might not be reached for more than 40 years.

- Staff observes that the corridor currently has much more office than residential use. It will take years to improve this ratio.
- Staff explains that this study's scenario had similar mix-of-use land use assumptions to Reston study's Wiehle-Reston East and Town Center stations.
- DPZ staff offered to provide further information about the existing and planned j:h ratios at the next WG meeting. Additionally, staff will offer examples from throughout the region of comparable TOD j:h ratios (existing and planned).
- After looking at the Enhanced Street Network map, a member suggests that the new bicycle connections should be totally separated from vehicular traffic, for instance, in the form of off-road bicycle trails.
- A member, commenting on the Merrybrook Run Stream Valley that runs east-west across the entire study area, describes this land as currently functioning as a barrier. It is suggested that this must be improved to allow better north-south connections.
- A member expressed concern about the adverse impact a vehicular bridge crossing over the Dulles Toll and Access Road (DTR) could have on future TOD communities in the Study Area. Supervisor Foust pointed out that the conceptual design for the bridge is the product of extensive negotiations among multiple jurisdictions and has implications beyond the Study Area. The WG is free to express any recommendation it chooses on this topic. It may, however, wish to express its thoughts on how best to meet the challenge of achieving an optimal bridge connection to the Study Area in a manner compatible with TOD.
- Regarding some of the intersection level-of-service delays, the chair mentions that since the northern portion of the study area is envisioned to become more of an urban place, he doesn't see it as a "deal-breaker" if in the future certain intersections continue to experience extended traffic delays for some portion of the day. FCDOT staff will present data on existing delays at key intersections in and about the Study Area for comparison with its analysis of future expected delays. The results will be presented at an upcoming WG meeting.
- A member surmises that certain links within the new enhanced street network are more useful for easing traffic congestion than others. He requests staff to analyze which links are more helpful. He requests to have each of new links prioritized as more helpful to less helpful.
- The working group expressed interest in seeing a "roadmap" for the reaching the conclusion of this study with the goal of making its recommendations on proposed Comprehensive Plan text amendments in the reasonably near future.

Next Meeting Dates:

- 07-17-12 (Tuesday)
- 08-07-12 (Tuesday)